

DRAFT Chapter ? – Parking - Loading

11-?-1 What is the purpose of this chapter? This chapter provides standards for off-street parking and loading areas. These standards are intended to:

- reduce congestion on the city's streets by requiring safe, adequate off-street parking and loading areas where needed;
- facilitate alternatives to driving and complement the regional trail system;
- require accessible parking to serve those who need it;
- ensure that off-street parking and loading areas are addressed in landscaping and stormwater management plans;
- prevent the provision of excessive parking due to its impacts on surface runoff and groundwater recharge, microclimate, walkability, and community character; and
- implement *Envision Three Forks*' goal of a more vibrant downtown by eliminating the existing requirements for off-street parking for most commercial uses in the central business district. This should encourage the development of vacant land and re-development of underutilized buildings.

11-?-2 Do these standards apply to all proposed development? Yes. All applications for permits must show how parking will be provided in compliance with this chapter.

11-?-3 Where can off-street parking be located? The off-street parking required by this chapter must be on the same lot as the use it serves or an adjacent lot in the same ownership. An exception to this standard may be made where a shared parking agreement is approved, as provided at Section 11-?-8.

11-?-4 What kind of vehicular access is required for off-street parking? The off-street parking required by this chapter must be safely accessible from a public street or alley. Please see Chapter 11-? for safe access standards.

11-?-5 What type of pedestrian access is required for off-street parking? There must be a safe, all-weather pedestrian route from all parking spaces required by this chapter to an entrance to the use they serve. Any route providing access from the required accessible parking spaces must be to an accessible entrance and meet the standards of Section 11-?-7.

11-?-6 How many off-street parking spaces must be provided in the Central Business Zoning District (CBZD)?

- A. Commercial uses, except lodging, in the CBZD are not required to provide off-street parking.

- B. Residential uses and lodging in the CBZD are required to provide one (1) off-street parking space per dwelling or lodging unit.
- C. Lodging in the CBZD is required to provide 0.25 bicycle parking spaces per lodging unit.
- D. No new off-street parking is permitted in the CBZD, except as required to comply with B and C, above. Where new parking is proposed for that purpose, it is limited to the required one (1) space per unit served, plus one additional space. Existing surface parking may be maintained and repaired.

Too many downtowns, small and large, are diluted by surface parking lots when they have more than ample on-street and existing off-street parking. Three Forks needs to fill its vacant and under-utilized downtown spaces with businesses and dwellings, not pavement.

11-?-7 How many off-street parking spaces must be provided outside the CBZD?

- A. The number of off-street parking spaces required outside the CBZD shall be as shown in Table 11-?-7.1.
- B. Any questions about how to categorize a proposed use in order to determine its off-street parking requirement shall be answered by Staff. Staff decisions may be appealed to the Board of Adjustment as provided in Chapter 11-?.

11-?-8 How many accessible off-street parking spaces must be provided outside the CBZD?

- A. Parking areas containing 1-25 spaces shall provide at least one accessible parking space that meets the standards of B, below. At least one additional accessible parking space shall be provided for each additional 25 parking spaces or fraction thereof, as required by the Federal standards cited in B, below.
- B. Dimensional and other standards for accessible parking spaces may be found at: <https://www.ada.gov/topics/parking/>.

Table 11-?-7.1 Off-Street Parking Requirements

This table does not apply in the CBZD. Please see 11-?-?.

parking spaces required	3F Now
-------------------------	--------

use	vehicle	bicycle	
residential			
	per unit		
one & two family dwelling	2	not required	2
multiple-family dwelling	1.5	1	1.5 to 2
assisted living	0.5	0.25	0.5
lodging			
	per unit		
outside CBZD	1, +1	0.25	1
Meeting rooms seating more than 50 and restaurants must be accounted for separately, but may qualify for shared parking.			
places of assembly			
	per seat, at capacity		
places of assembly	0.25	0.05	50 per 1000 SF
Churches, theaters, and similar. Church schools must be treated as schools, but may qualify for shared parking.			
schools			
	per student, at capacity		
schools	0.35	0.1	?
child care	0.35	0.1	5 per 1000 SF
health care			
	per 1000 SF		
clinics, medical offices	5	0.25	3.8
veterinary clinics	2	0.25	4.5
gym, health club	5	0.5	6.5
long term care	2	0.25	?
offices			
	per 1000 SF		
offices	3.5	0.25	4.5
retail			
	per 1000 SF		
grocery, convenience	5	0.25	3.6
general retail	4	0.25	2.5 to 3.6
bulky goods	3	0.1	1 to 4
Bulky' includes furniture, building, lawn and garden, vehicle and boat sales, and the like			
services			
	per 1000 SF		
business, personal	4	0.25	4.5
banks, financial	4	0.25	4.5

restaurants	20	0.5	8 to 20
auto repair, tires, similar	3	0.1	4
industrial	2	not required	1.4 or by employees

DRAFT

11-?-9 Is shared parking permitted? Shared parking may be permitted to serve dwellings and/or lodging in the CBZD, to allow landowners who have more parking than they need to lease parking spaces to neighboring uses, and for uses with different peak hours of operation in compliance with A-F, below.

- A. A shared parking agreement must be approved by a conditional use permit (CUP). Please see Chapter 11-6 for the CUP procedure. If approved, the shared parking agreement must be made part of the chain of title for all properties involved by recording with the County Recorder.
- B. All shared parking agreements must include specific provisions for sharing the costs of maintenance and repairs.
- C. Proposals for shared parking based on different peak hours of operation shall be accompanied by a written analysis of the potential for sharing. The PBZC may require professional review of the proposal. In no case, shall sharing account for a reduction of more than 50% of the requirements of Table 11-?-7.1.

There are many possible variations of shared parking, some of which are obvious and others of which are not. Obvious: a church and a bank sharing. Their busy hours do not overlap, except perhaps during a weekday funeral. Not so obvious: a church and a restaurant. But possibly workable. The 50% limit on sharing comes from the current ordinance. There are probably cases where more than 50% can be shared without problems, but I left this in so there is a limit.

- D. Shared parking agreements may be approved only where the PBZC finds that there will be safe parking sufficient for all uses served by the shared parking area, as required by Section 11-?-4.B or Table 11-?-5.1.
- E. Shared parking agreements may be approved only where the PBZC finds that the shared parking area complies with all requirements of this code. As with any CUP, the PBZC may impose conditions to ensure compliance with specifically cited requirements of this code.

Existing parking areas that could potentially be used for shared parking may not comply with landscaping, stormwater management, etc. Approval of a CUP could require that the parking area be brought into compliance before a certificate of compliance could be issued for the use benefiting from the proposed shared parking agreement.

11-?-10 Is there a cap on the total number of parking spaces permitted. Yes. No development may create more than 120% of the number of off-street parking spaces required by Table 11-?-7.1.

11-?-11 How many bicycle parking spaces must be provided? Please see Table 11-?-7.1 for the number of bicycle parking spaces required.

11-?-12 Are there design and construction standards for off-street parking? Yes.

The current zoning ordinance includes basic design standards for parking areas. But street and sidewalk design standards, etc., are in the city's adopted Standards for Design and Construction. We think it would be good to be consistent.

11-?-13 How many off-street freight loading spaces must be provided? One (1) off-street freight loading space that has safe, all-weather access to a city street or alley must be provided for each commercial or industrial building or structure of 10,000 or more SF. One additional freight loading space must be provided for each additional 20,000 SF of building area.

11-?-14 How many off-street passenger loading areas must be provided? One (1) off-street passenger loading area must be provided for any place of public assembly (auditorium, theatre, etc.), school, or daycare center that has a capacity of more than 50.

11-?-15 Are there landscaping requirements for off-street parking and loading areas? Yes, please see Chapter 11-23.

11-?-16 Is a stormwater management plan required for off-street parking and loading areas. Yes, please see Chapter 11-?.

11-?-17 Is maintenance of the parking and loading areas called for by this chapter required? Yes. Parking spaces, the pedestrian ways serving them, associated landscaping and stormwater management measures, and loading areas are required improvements as defined and regulated by Chapter 11-?.